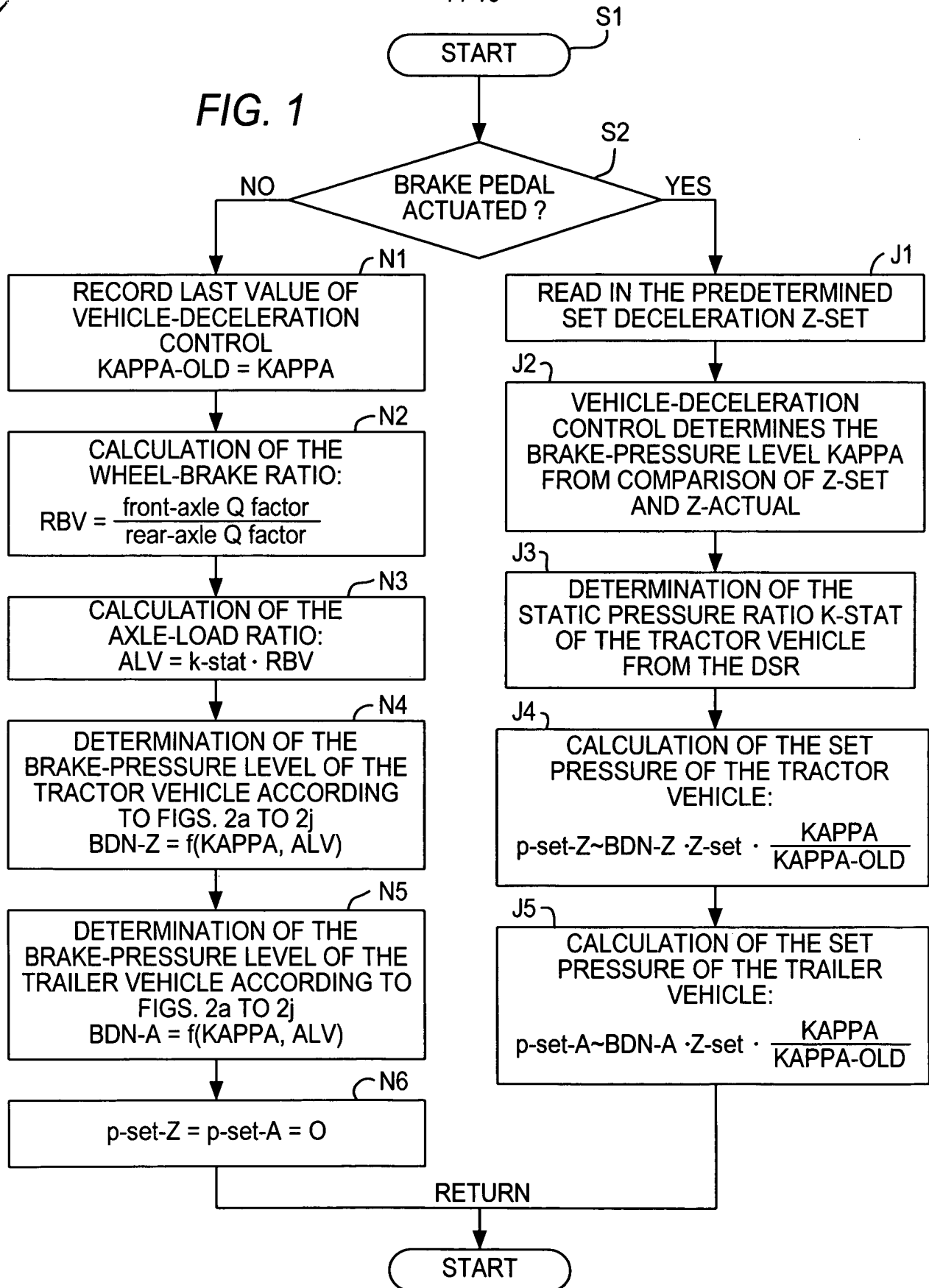
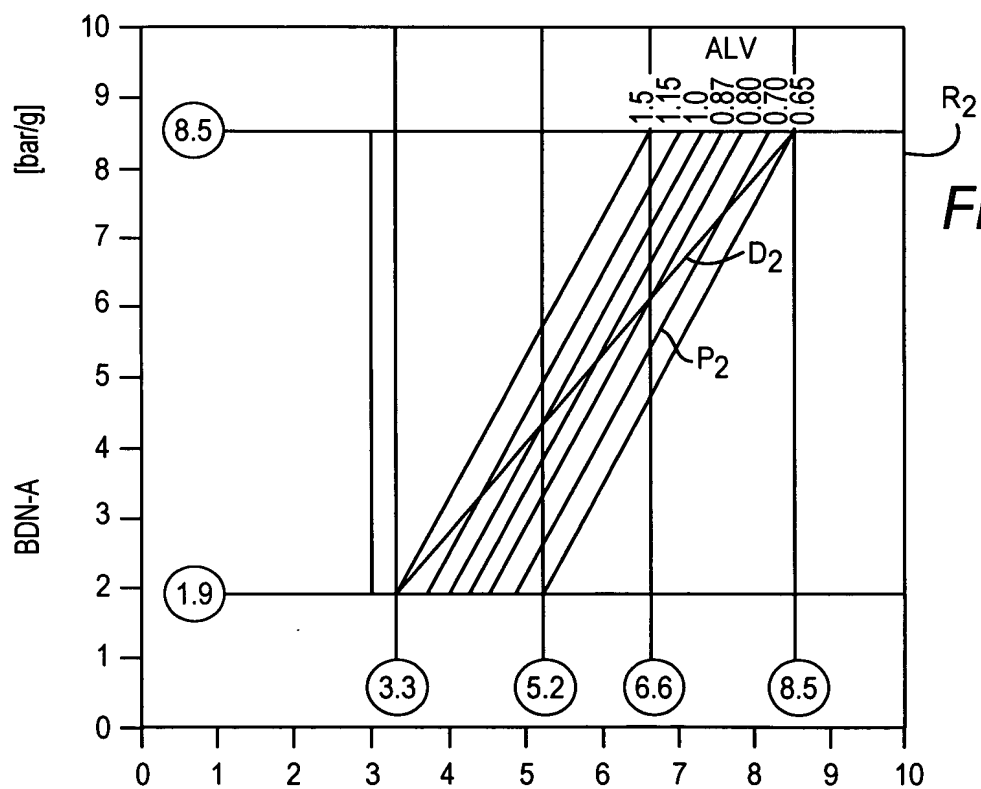
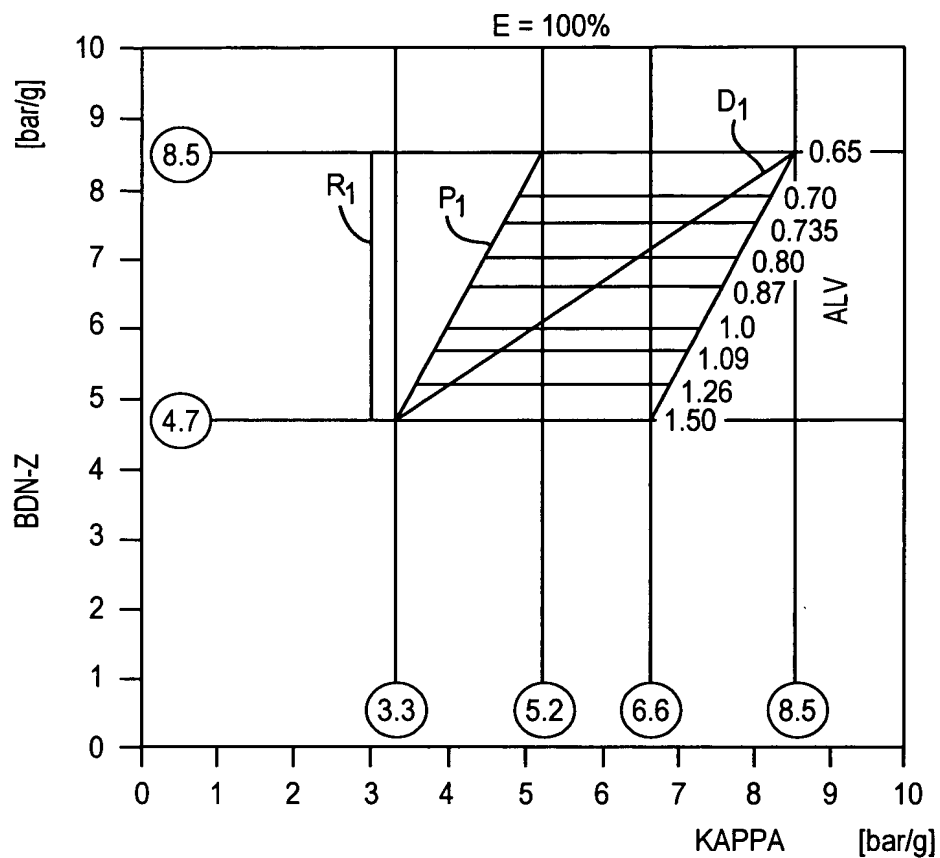


FIG. 1





E = 75%

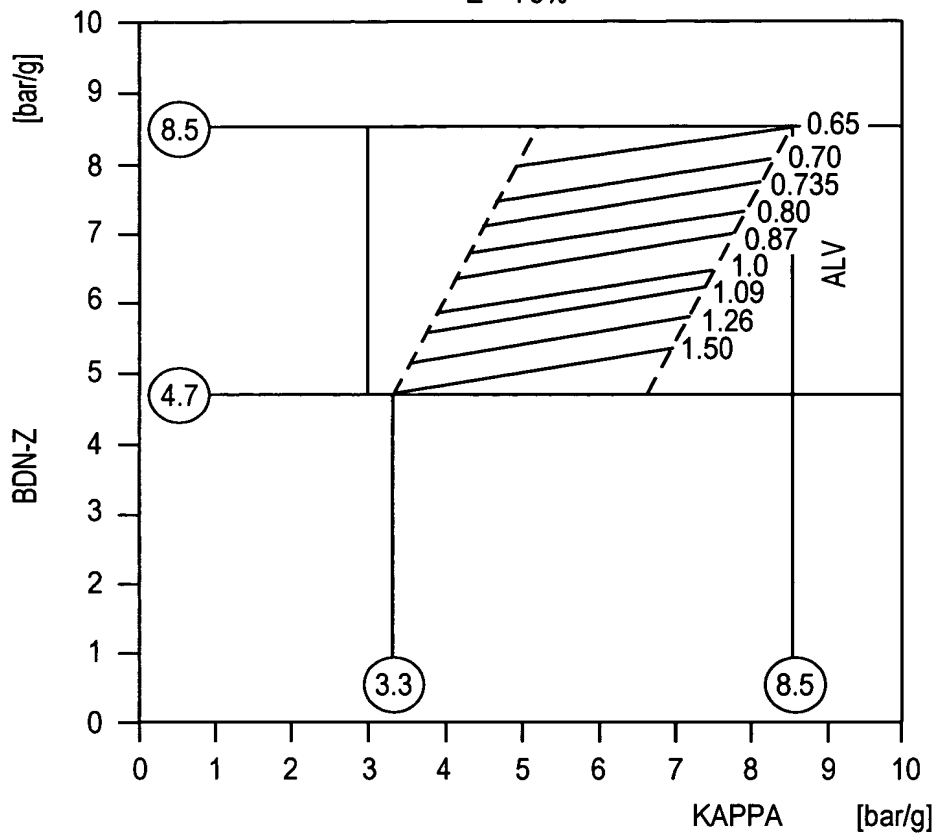


FIG. 2c

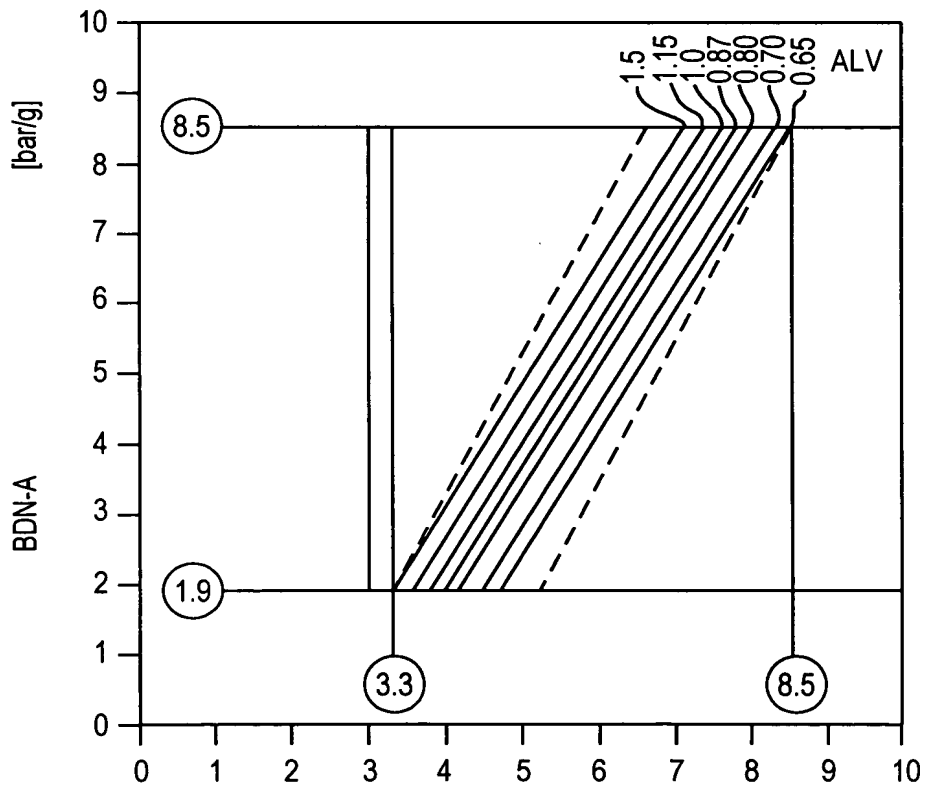
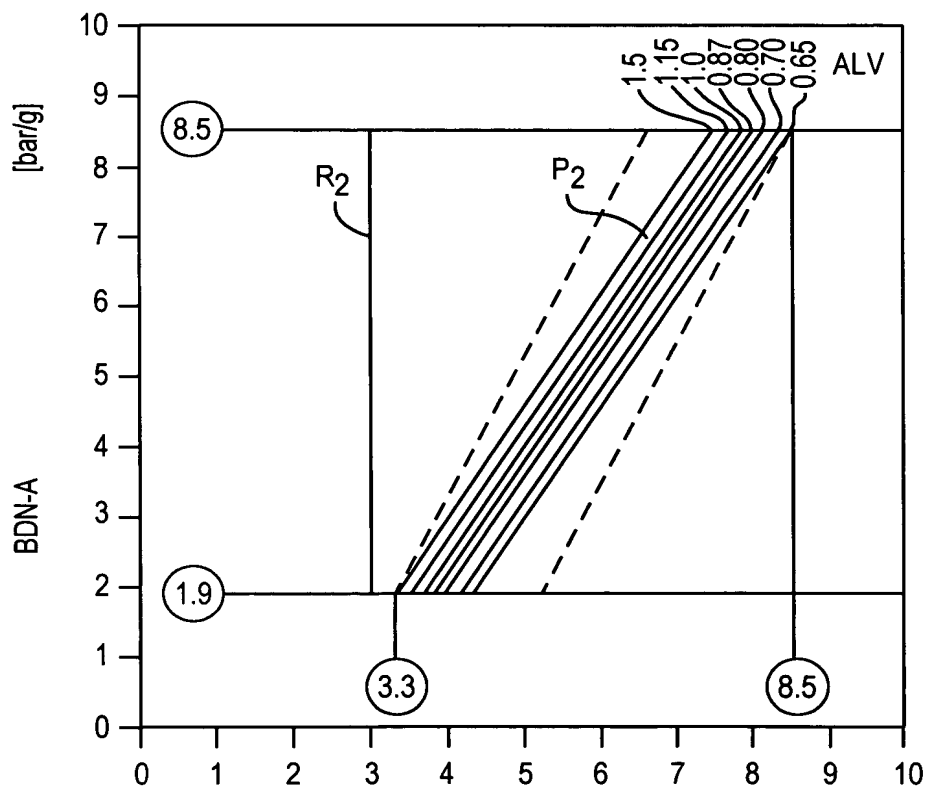
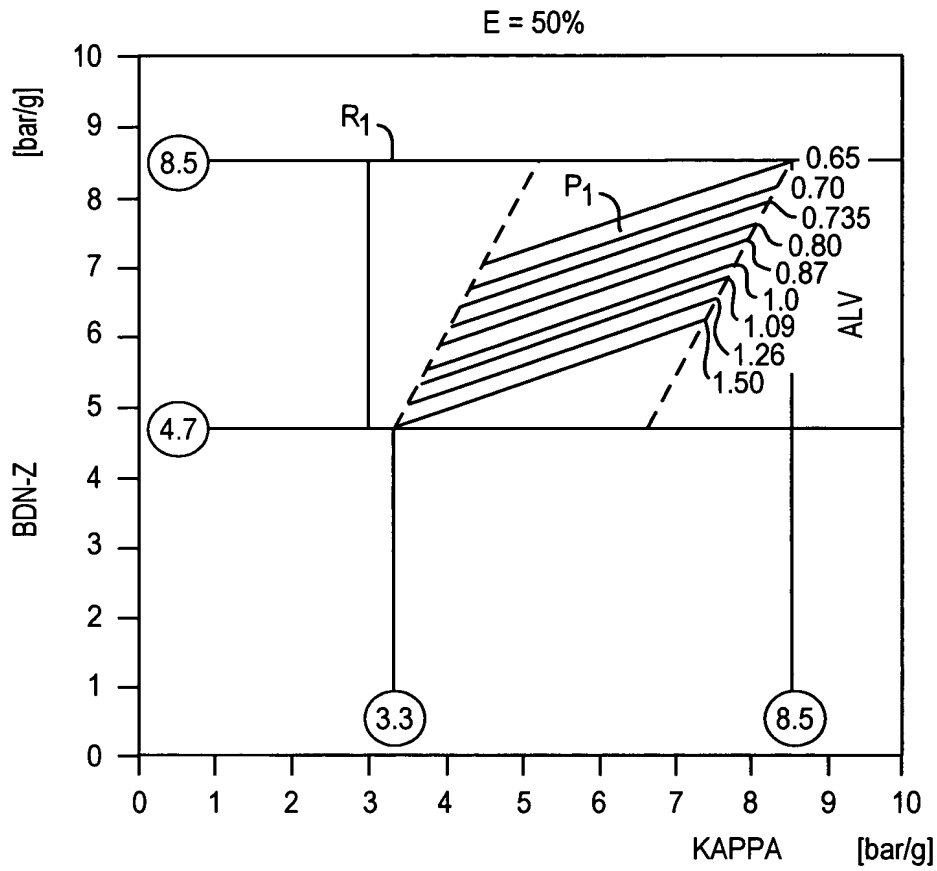


FIG. 2d



E = 25%

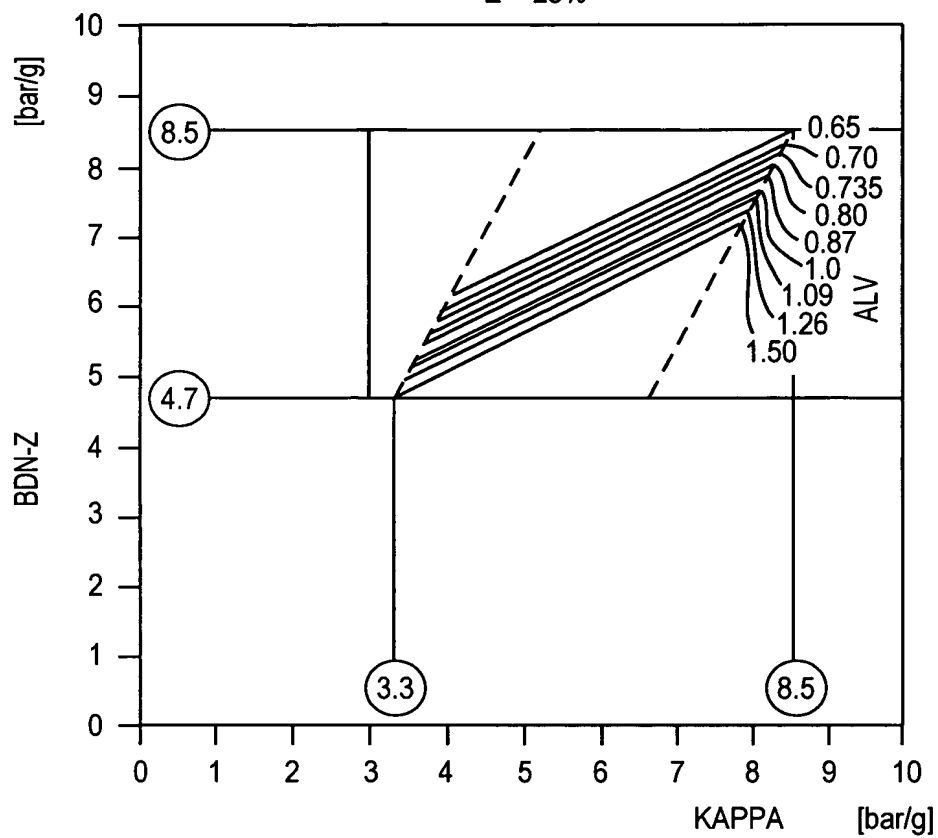


FIG. 2g

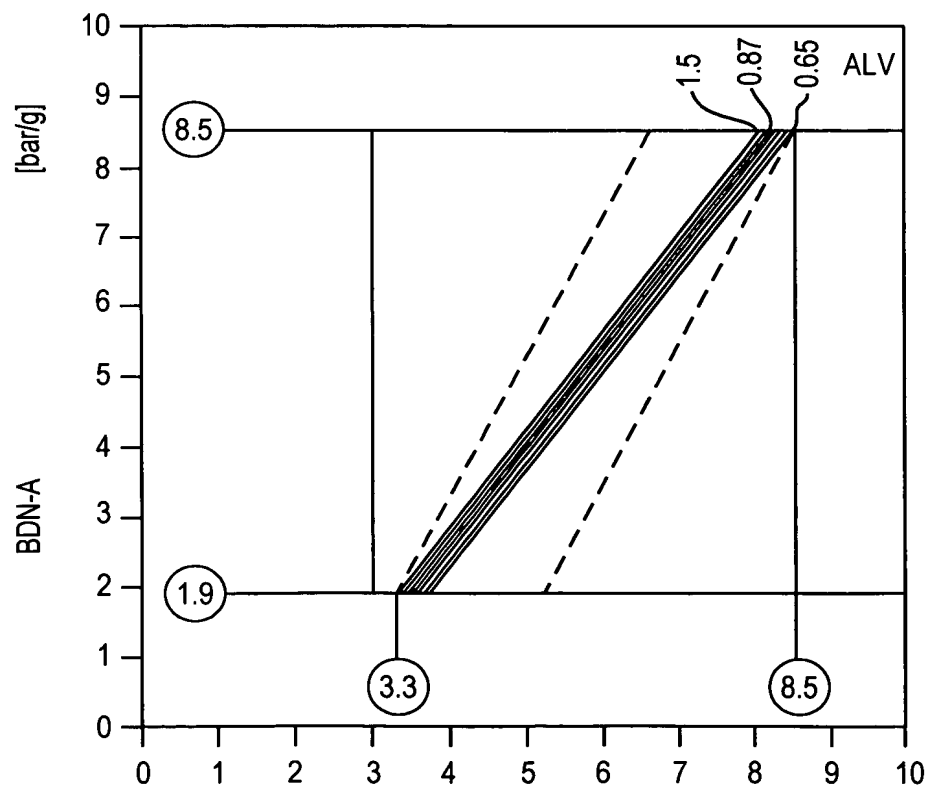


FIG. 2h

E = 0%

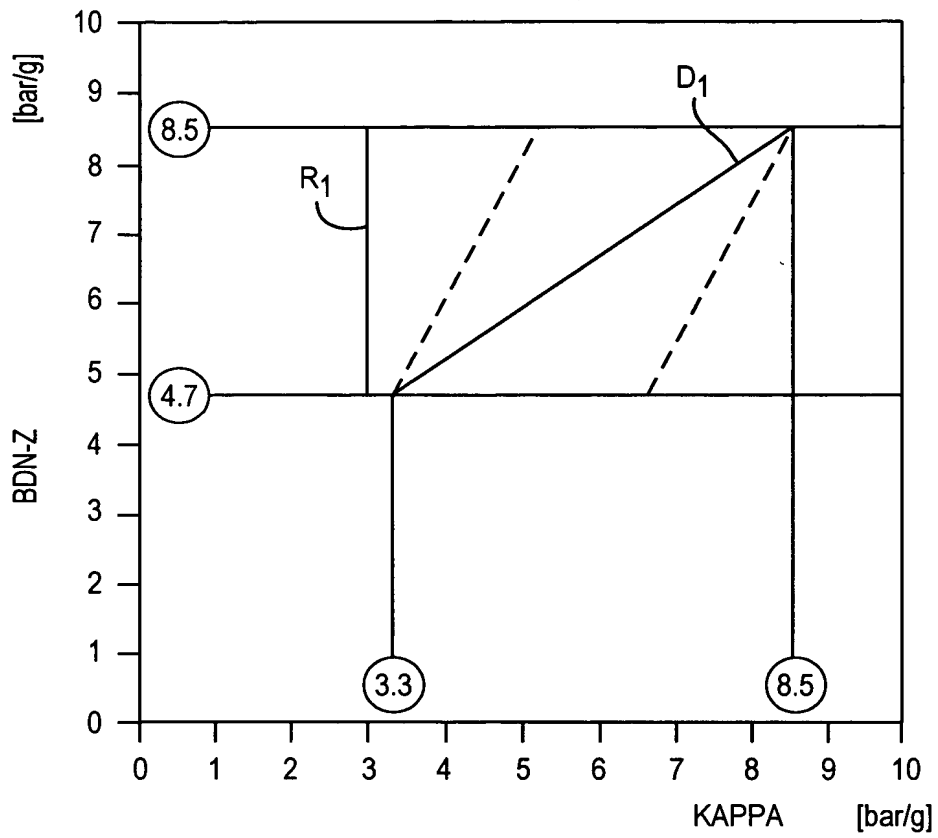


FIG. 2i

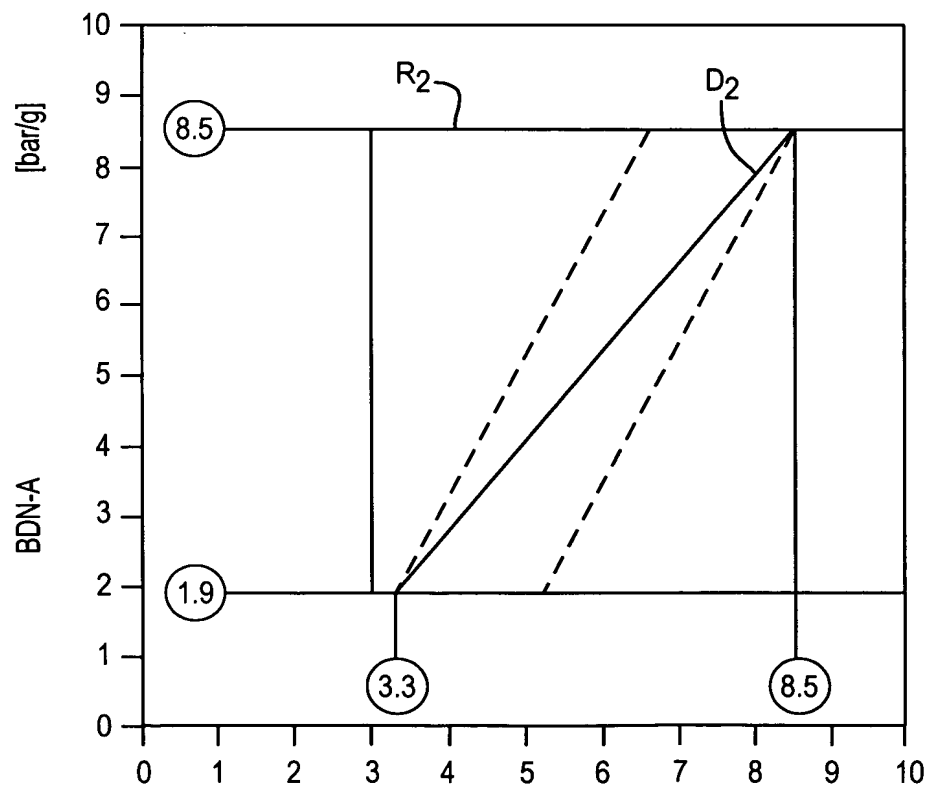
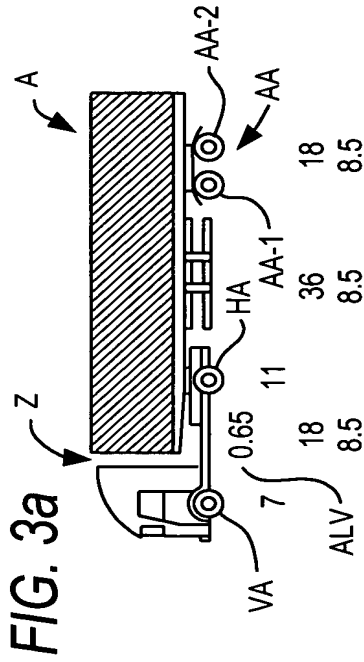
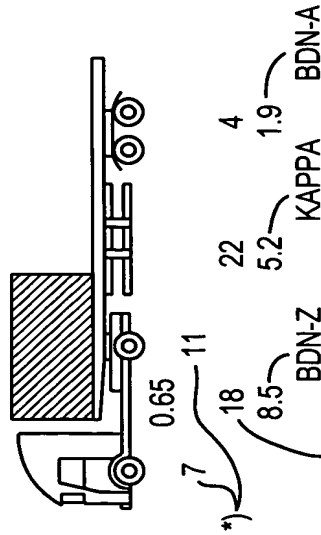


FIG. 2j



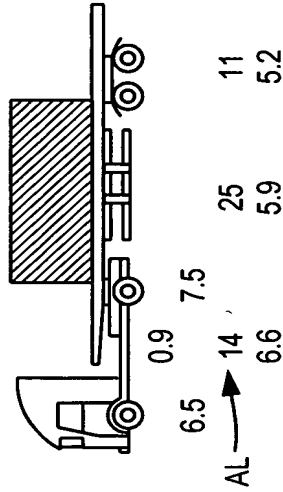
**FIG. 3b**



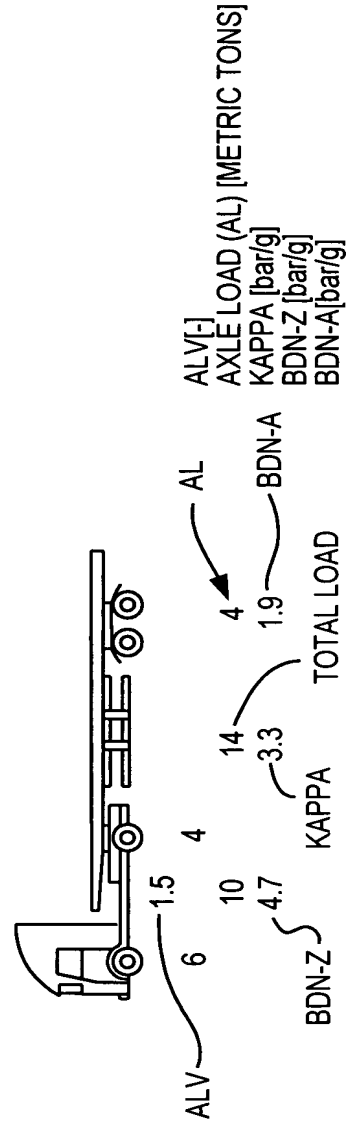
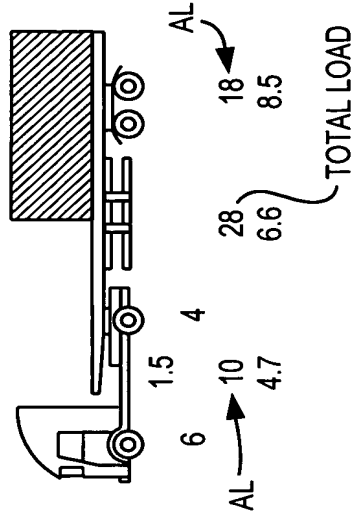
SUM OF THE  
INDIVIDUAL  
AXLE LOADS

\*) INDIVIDUAL AXLE LOAD

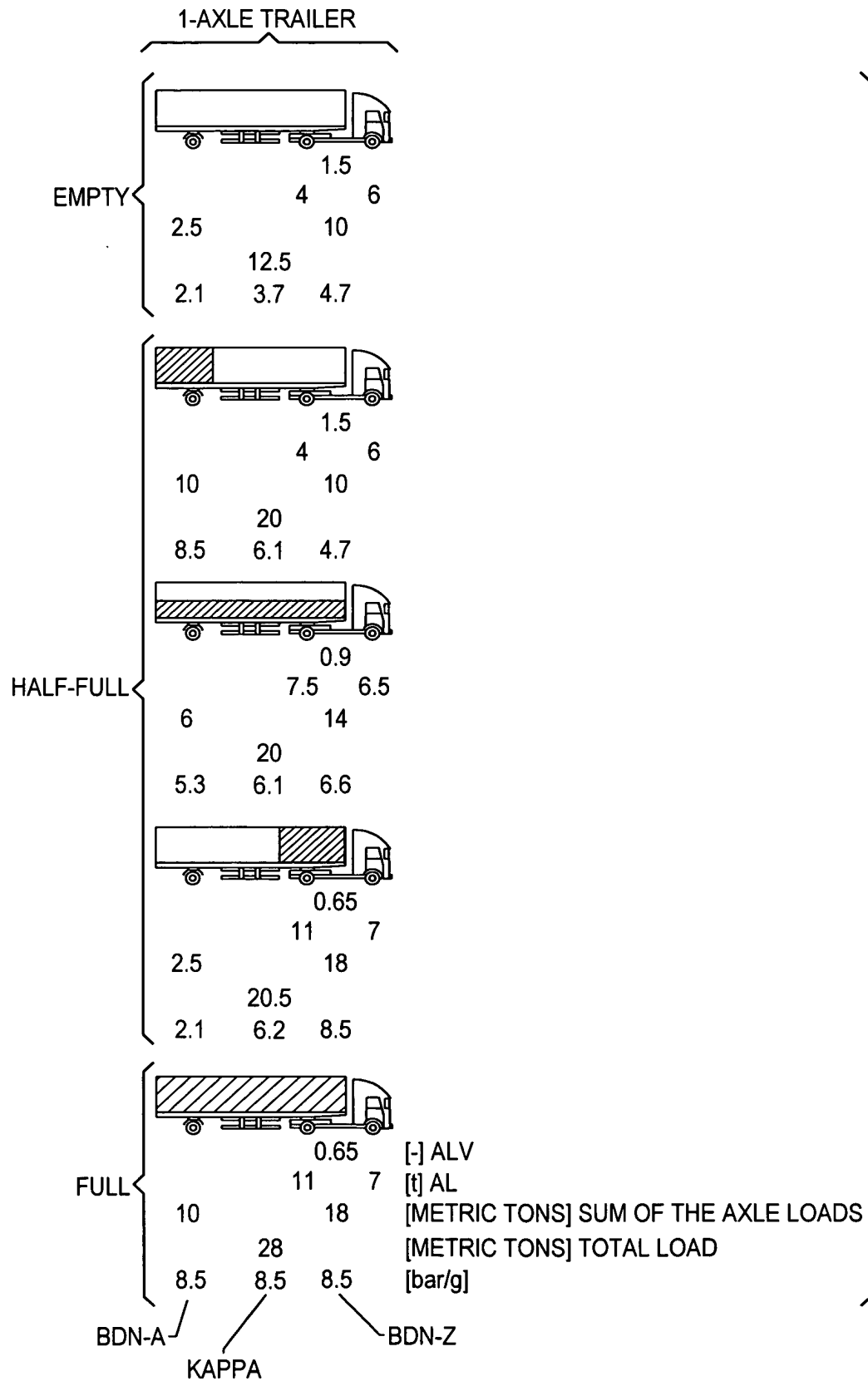
**FIG. 3c**



**FIG. 3d**



ALV[-]  
AXLE LOAD (AL) [METRIC TONS]  
KAPPA [bar/g]  
BDN-Z [bar/g]  
BDN-A [bar/g]





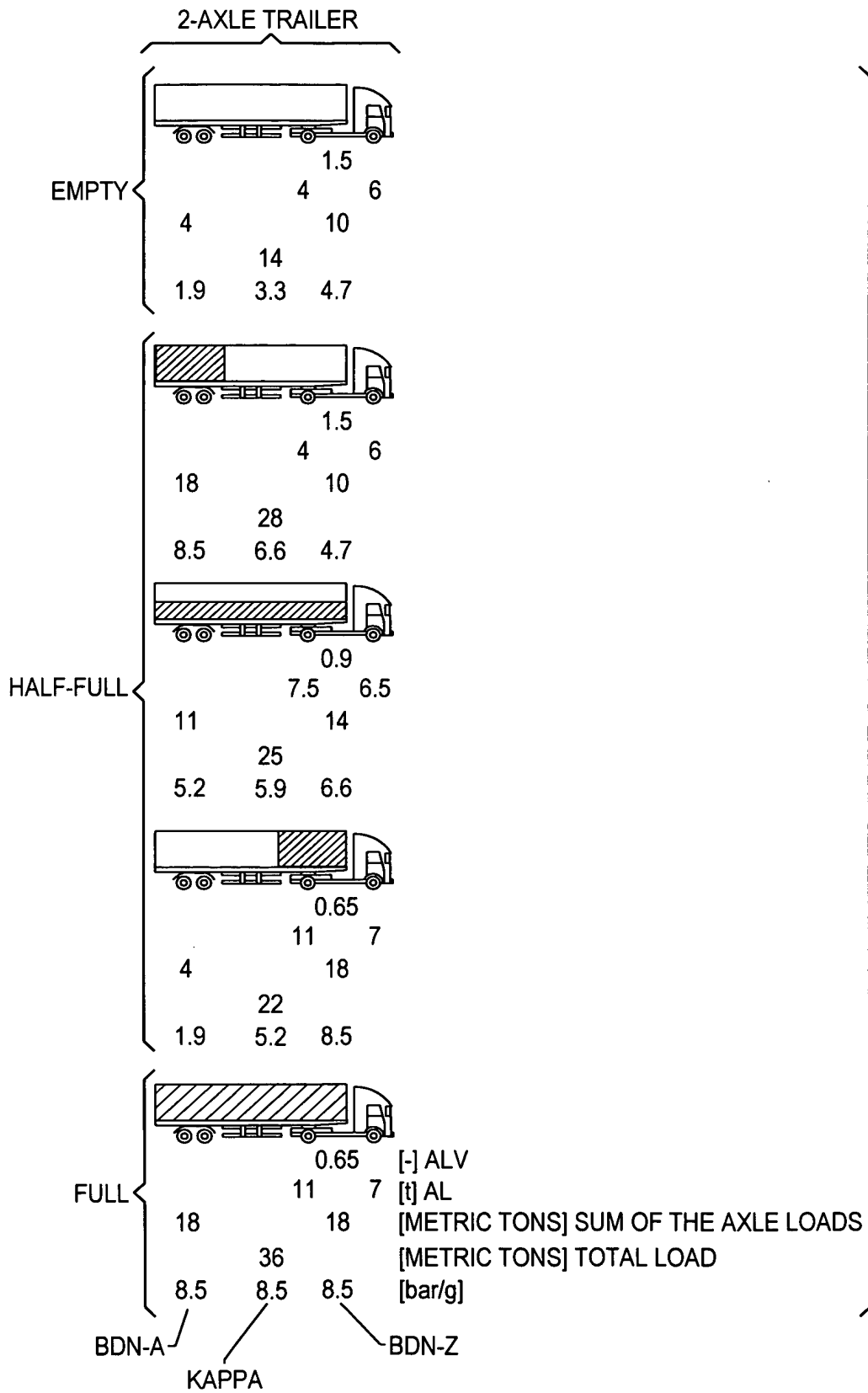
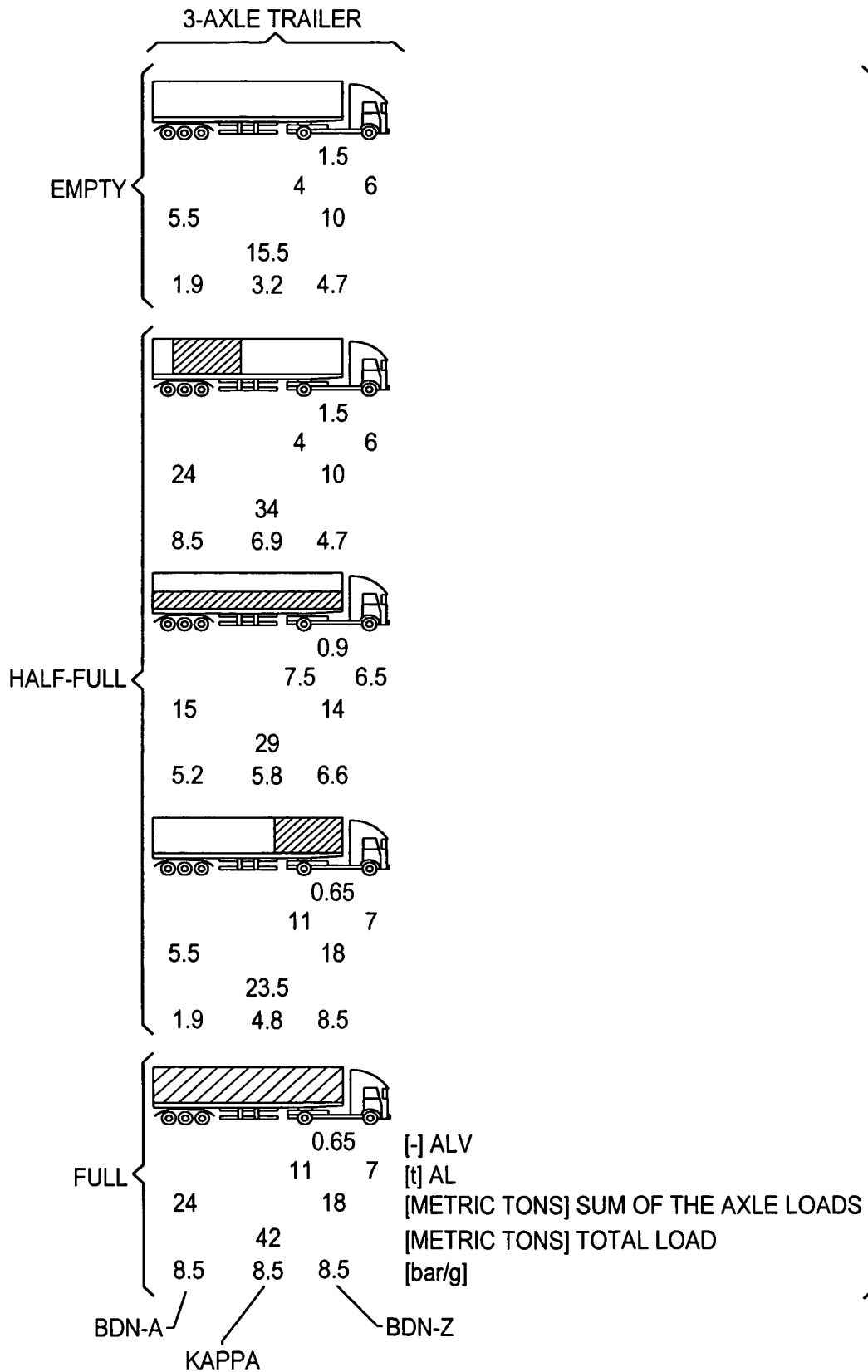
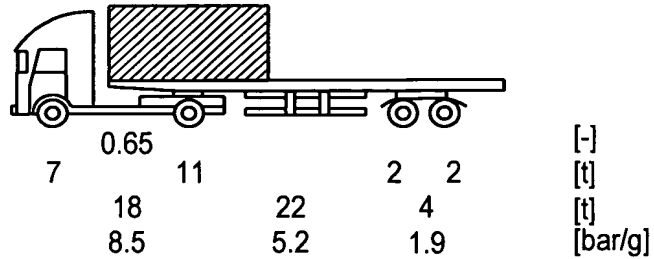


FIG. 4b

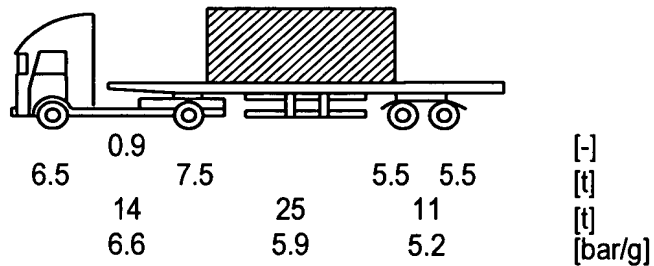


**FIG. 5a**

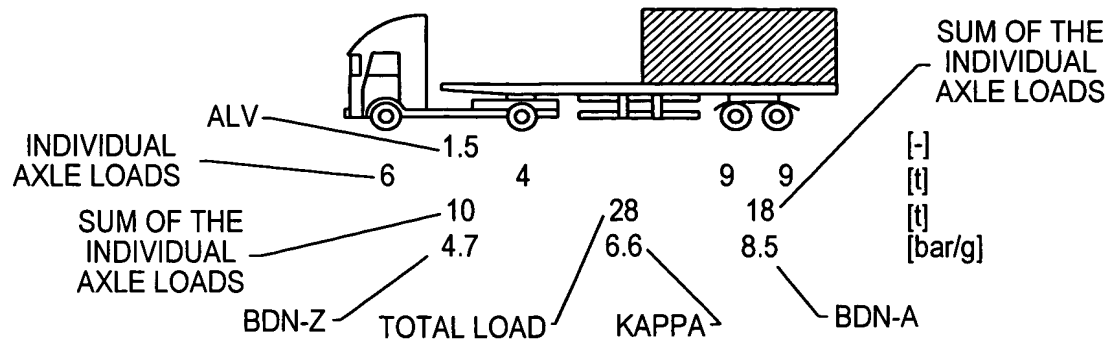
INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 1.0

**FIG. 5b**

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 1.0

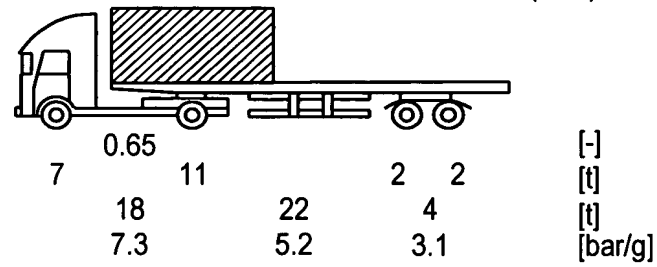
**FIG. 5c**

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 1.0

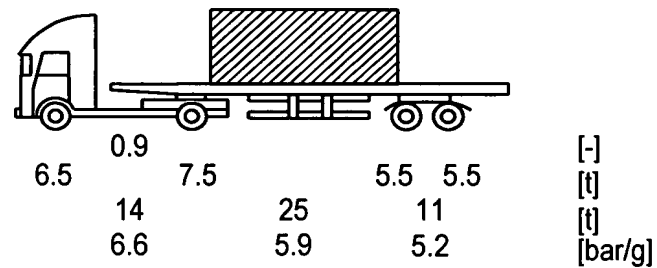


*FIG. 5d*

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 0.5

*FIG. 5e*

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 0.5

*FIG. 5f*

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 0.5

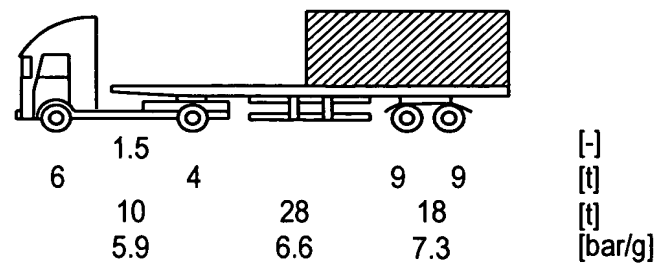


FIG. 5g

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 0

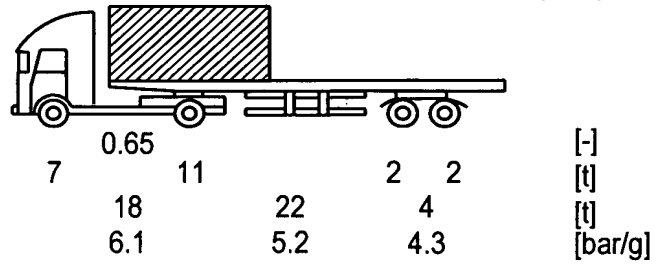


FIG. 5h

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 0

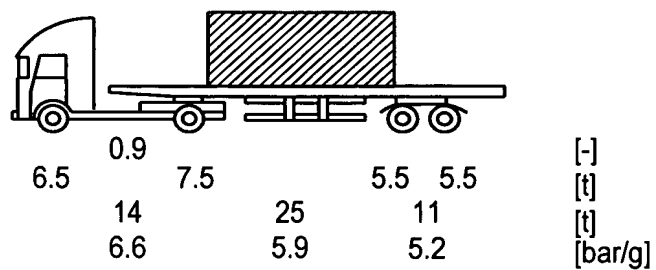
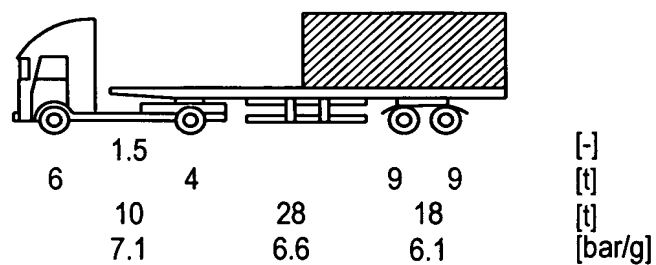
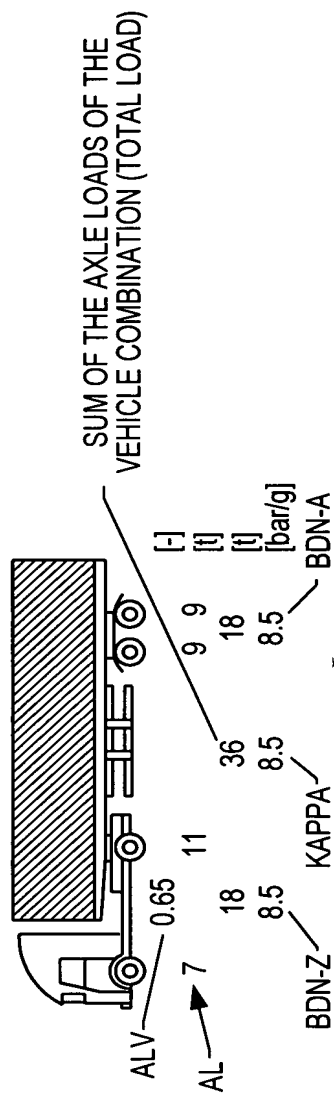


FIG. 5i

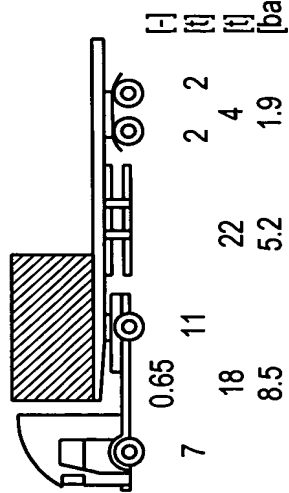
INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 0



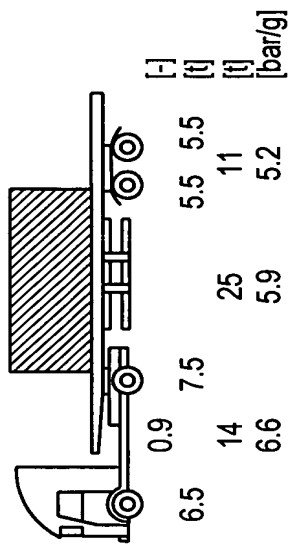
**FIG. 6b**



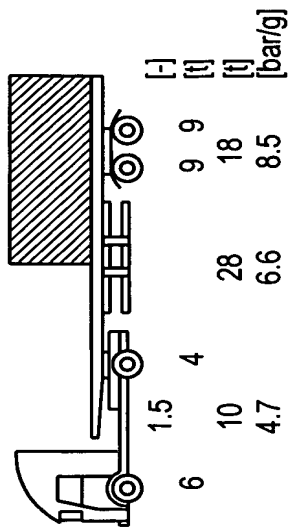
**FIG. 6a**



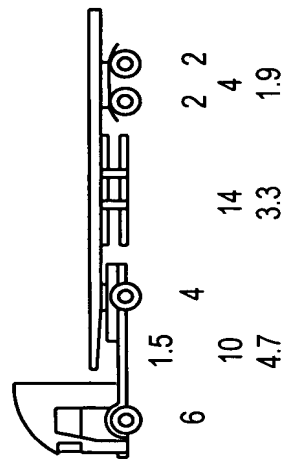
**FIG. 6C**



**FIG. 6e**



**FIG. 6d**



[ - ]  
[ t ]  
[ t ]  
[ t ]  
[bar/g]

FIG. 7b

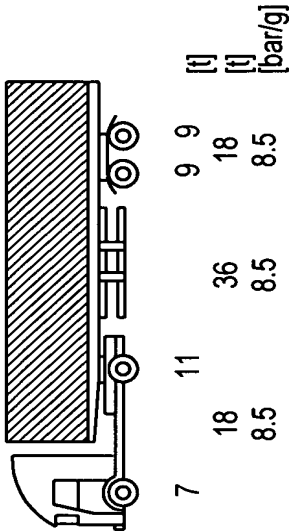


FIG. 7a

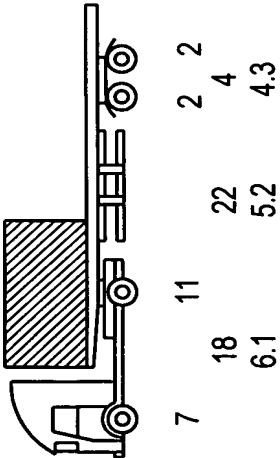


FIG. 7c

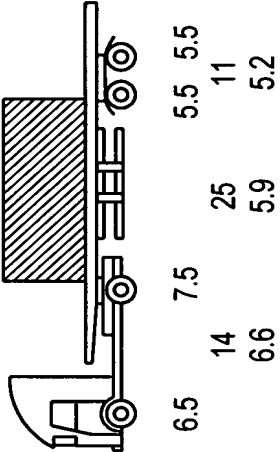


FIG. 7e

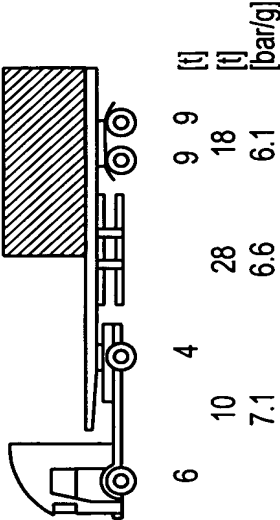
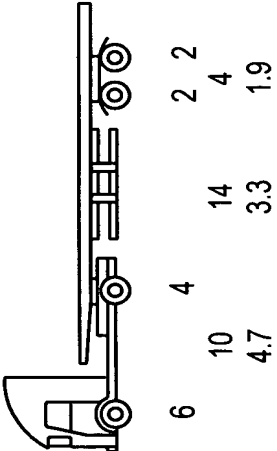
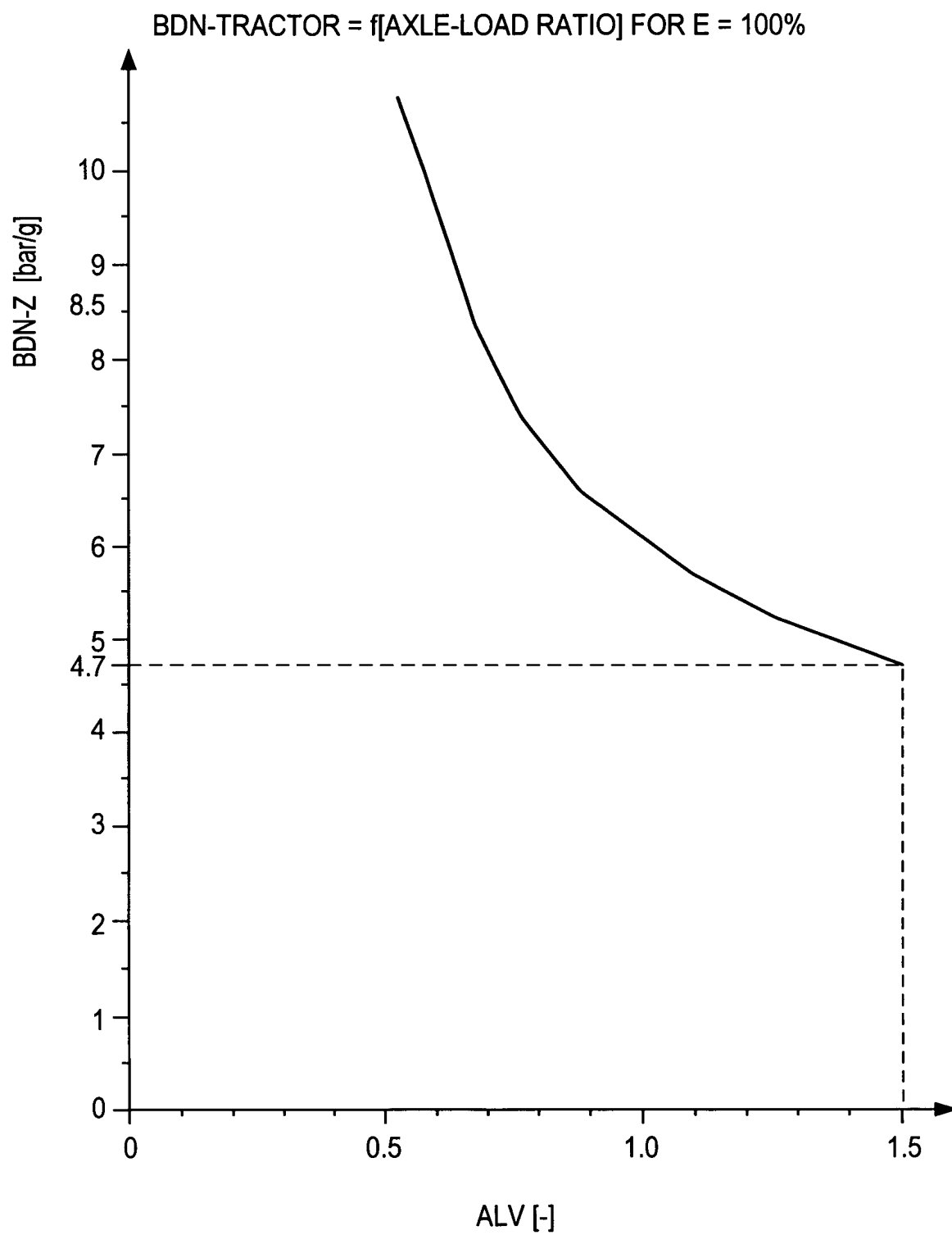


FIG. 7d



AXLE LOADS (INDIVIDUAL AXLES) (AL)  
SUM OF THE AXLE LOADS (OF THE VEHICLES (VEHICLE COMBINATION))  
BDN-TRACTOR, KAPPA, BDN-TRAILER

**FIG. 8**